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"POMRIL"
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Hongkong Daily Press.

ESTABLISHED 1857

No. 13,487 號柒十捌百肆千叁萬壹第 日玖十月肆年柒十二緒光 HONGKONG, WEDNESDAY, JUNE 5TH, 1901. 叁年禮 號伍月陸年壹零百九千壹英港香 PRICE, \$2½ PER MONTH

JUBILEE
PILSENER BEER.
IN HOCK BOTTLES.
PER CASE OF 4 DOZ. QTS. \$13.
" " 6 " " 17s.
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VERY OLD LIQUEUR
SCOTCH
WHISKY.
A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY.
CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong
for over half a century.
Apply to G. J. ANDERSON.
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[47]

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FAMOUS
KILMARNOCK WHISKY.
This World-renowned
Fine OLD HIGHLAND WHISKY,
Sole Shippers-CUTLER, PALMER & CO.,
is obtainable in Hongkong of their Agents.
SIEMSEN & CO.
Hongkong, 1st January, 1901. [49]

CUTLER, PALMER
& CO.'S
PRICE \$10.75 PER DOZEN
NET
"SPECIAL BLEND" WHISKY
Blend
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Distillations of the
Finest Scotch Whiskies
Apply to
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HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.

TIME TABLE.
WEEK DAYS.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 10 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 10 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 10 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 10 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 10 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 10 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 10 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 10 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 10 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
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NIGHT CARS as on Week Days.
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Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 28 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1901. [4908]

VICTORIA
CYCLE

EMPORIUM.
THE pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fittings of every description.
Repairs executed with promptitude and skill.
Enamelling a speciality.
MCKIRDY & CO.,
43 & 45A, QUEEN'S ROAD EAST.
Hongkong, 4th April, 1901. [4948]

GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
\$5.50 per Cask of 37½ lbs. net ex Factory.
\$3.30 per Bag of 250 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st June, 1901. [4310]

COLD STORAGE.
THE HONGKONG ICE COMPANY, LIMITED
is now prepared to receive perishable pro-
visions for Cold Storage at EAST POINT at
Moderate Rates.
WM. FARLANE,
Manager.
No. 17, 17th February, 1899. [65]

CHAMPAGNE.
JUST LANDED, A FRESH SUPPLY OF
POMMERY AND GRENO, SEC. AND
EXTRA SEC.
PER CASE OF 1 DOZEN BOTTLES... \$55.00
" " 2 " " BOTTLES... 58.00
Telephone No. 75.
SOLE AGENTS:-

CALDBECK, MACGREGOR & CO.
WINE AND SPIRIT MERCHANTS.
15, Queen's Road,
Hongkong, 24th May, 1901. [440]

COTTAM & CO.
HONGKONG HOTEL BUILDINGS.
CELLULAR CLOTHING.
A FULL STOCK OF
TENNIS SHIRTS, DAY SHIRTS AND SINGLETS.
[441]

PLAGUE SPECIFIC.

WATKINS'
* CHOW-SUI *
DISINFECTING FLUID
(NON-POISONOUS).
Recommended by the Highest Medical, Scientific and Sanitary Authorities.
This Fluid is a most powerful Germicide and Disinfectant, and destroys the Microbes of
BUBONIC PLAGUE, SMALL-POX, ASIATIC CHOLERA, YELLOW FEVER,
TYPHOID FEVER, GLANDERS, DIPHTHERIA, SCARLET FEVER, AND
PTYSIS. NON-POISONOUS, NON-CORROSIVE, SOLUBLE IN WATER, AND
MORE POWERFUL THAN CARBOLIC ACID.

WATKINS, LIMITED. [443]
P H O T O - P L A T E S , P A P E R S
G R A P H I C AND CHEMICALS.
EASTMAN'S KODAKS, FILMS AND ACCESSORIES,
DEVELOPING AND PRINTING UNDERTAKEN.
A. CHEE & Co., 17A, QUEEN'S ROAD, HONGKONG. [444]

THE VICTORIA DISPENSARY
HONGKONG.

AERATED WATERS.
SIMPLE AERATED WATER. SODA WATER.
LEMONADE. GINGER ALE.
SARSAPARILLA. RASPBERRYADE.
TONIC WATER. LEMON SQUASH.
SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers. [439]

LANE, CRAWFORD & CO.
BEDSTEDS.
100 BEDSTEDS IN BRASS AND IRON
AND ALL BRASS.
100 WIRE SPRING MATTRESSES.
TO MAKE ROOM FOR NEW STOCK, LANE, CRAWFORD & CO. ARE
OFFERING THE ABOVE AT GREATLY REDUCED PRICES. AN INSPECTION
IS INVITED. [438]

LANE, CRAWFORD & CO.
ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned:-
SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT
\$22.50 PER DOZ. \$20 PER DOZ.
Distinguished by 4 Stars on the label.
This fine Wine is old, soft, and of grand flavour.
See analysis and certificate by Professor Cassell.

DOURO PORT,
\$14.25 PER DOZ.
A fine, full, and fruity wine.

AMOROSO SHERRY,
\$20 PER DOZ.
LA TORRE SHERRY,
\$16.75 PER DOZ.
A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR-
D.O.M.,
\$39.75 PER DOZ.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE
AGENTS-SIEMSEN & CO., HONGKONG. [447]

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NEW BOOKS.

Sanitary Engineering: a Practical Treatise on the Collection, Removal and Final Disposal of Sewage, the Design and Construction of Works of Drainage and Sewage with Numerous Hydraulic Tables, Formulae, &c., &c., by Col. E. C. S. Moore. \$20.00
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THE YOST TYPEWRITER.
JOHN BULL takes only the BEST.
The World's Record order for Typewriters, 156 YOSTS, has been given by H. M. Government, who now use nearly 1,000 YOST MACHINES.
20 GOLD MEDALS.
AWARDED GOLD MEDAL, PARIS, 1900.
Sole Agents for the Far East. [430]

UNITED ASBESTOS ORIENTAL AGENCY (LIMITED).
SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE UNITED ASBESTOS COMPANY, LTD., LONDON.
CONTRACTORS TO H. M. GOVERNMENT.
MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c. "GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR METALLIC" BOILER JOINTS as SUPPLIED to H. M. and other FOREIGN NAVIES. ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used extensively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and FUNNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities. "CAURICEDALE METAL" Antifriction Plastic Metal, recognized by engineering experts to be the best Metal in the Market.
ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.
Chief Superintendent THOMAS SKINNER.
Superintendent ARCHIBALD RITCHIE.
DODWELL & CO., LIMITED, General Manager. [446]

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WITH ALL REQUISITES.
SIEMSEN & CO.,
SOLE AGENTS.

W. BREWER & CO.
NEW BOOKS AND NEW EDITIONS. ANGLO-EGYPTIAN CIGARETTE CO.'S
Ex ENGLISH MAIL. PACHA, SULTAN, GORDON CIGARETTES.
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SWAN FOUNTAIN PENS.
WATERLOWS' MULTIPLEX INK.
MATHEMATICAL INSTRUMENTS.
VERY LARGE NEW STOCK
AT ALL PRICES.
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S Y R U P S
A DELICIOUS AND REFRESHING DRINK MIXED WITH SODA-WATER
OR OTHER AERATED WATERS.
GRENADINE, GROSEILLE, CHERRY, STRAWBERRY, RASPBERRY, GUM,
LEMON, ORANGE, GOOSEBERRY.
PER BOTTLE (LITER)... \$1.25
Apply to

G. GIRAULT.
R. J. REMEDIOS.
FOREIGN AND COLONIAL STAMP DEALER.
No. 37, CAINE ROAD, HONGKONG.
Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.
Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.
AGENTS WANTED.
15 to 25 percent Discount Allowed. [1296]

POHOOMULL BROTHERS
57 & 59, QUEEN'S ROAD CENTRAL,
WHOLESALE AND RETAIL IMPORTERS AND EXPORTERS.
Have for Sale,
Indian, Chinese and Japanese Silk Goods for Ladies and Gentlemen, and other Articles.
Oriental Embroidery, Rugs and Carpets, Jewellery, Cashmere Shawls, Ivory, Sandalwood and Tortoiseshell Wares, Curiosities and Fancy Goods.
INSPECTION IS SOLICITED.
Hongkong, 8th November, 1900. [27]

A ON & CO.,
PHOTOGRAPHERS AND PORTRAIT PAINTERS.
All kinds of Oil Paintings and Photographic Enlargements.
39A, TOP FLOOR, QUEEN'S ROAD CENTRAL.
Opposite to Chas. J. Gump & Co.
Hongkong, 20th March, 1901. [797]

PORTLAND CEMENT
J. B. WHITE & BROS
SOLE AGENTS FOR CHINA,
HOLLIDAY, WISE & CO.
Hongkong, 16th September, 1899. [760]

HOTELS.

HONGKONG HOTEL.
A First Class Hotel in every respect.
Elegantly Furnished Reading, Music, and Smoking Rooms.
Dining Accommodation for 250 persons.
Hydraulic Elevators to every floor.
Cuisine of the best.
Hot and Cold Water throughout.
Wines and Groceries imported specially from Europe and America.
Electric Lighting in the Billiard Rooms.
Wines, &c., cooled by Refrigerator.
All Hotel Linen washed on the premises by Machinery.
Bedroom Accommodation-132 rooms.
Fire Extinguishing Mains on every floor.
CHARGES MODERATE. [159]

THE PEAK HOTEL.
City Office: 7, Duddell Street. [905]

HOTEL CRAIGIEBURN.
PLUNKET'S GAP, THE PEAK, near the Tram Terminus.
Tel. 50.
For Terms, apply to the MANAGER.
Hongkong, 2nd July, 1900. [53]

THE WAVERLEY HOTEL.
ICE HOUSE STREET, HONGKONG.
FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly Spacious Rooms.
Very MODERATE TERMS to FAMILIES by the DAY or MONTH. [51]

THE CONNAUGHT HOTEL.
A FIRST CLASS HOTEL of 45 Bed-rooms, elegantly furnished.
The Hotel is situated near all the Banks and Principal Offices in the Colony.
Special Attention paid to the Comfort of Guests.
Cuisine excellent; under Experienced Management.
Terms Moderate. A. FONSECA, Manager.
Hongkong, 1st December, 1899. [52]

KOWLOON HOTEL.
THIS HOTEL is situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful Garden. It is an ideal place of Residence. The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon Wharves, where the principal Mail Steamers disembark Passengers, and from which there is a regular ferry service to Hongkong.
Bowling Alleys and Billiards.
The Cuisine is Excellent.
J. W. OSBORNE, J. H. DOWNS, Proprietors.
Hongkong, 8th September, 1900. [677]

"BOA VISTA" HOTEL,
MACAO.

THE most healthy place in South China.
Macao is 40 miles West of Hongkong, and the trip is made each day (Sundays excepted) by the Steamer "HEUNGSHAN," Capt. W. E. CLARKE, leaving Hongkong at 2 P.M., or according to Schedule, and Macao at 7.30 A.M. Connection made at Macao with Company's Steamer to and from Canton.
Cable Address-"Boa Vista".
CLARKE & CO., Proprietors.
For Terms, apply to the MANAGER. [906]

THE HONGKONG PASSENGER'S TRANSFER CO.
26, LES YUEN STREET EAST.

ACCEPTS ORDERS TO TRANSFER BAGGAGE to all parts of Hongkong, also from Ships to Shore and to Outgoing Vessels, thus saving Travellers all trouble and annoyance. Our Launch meets all incoming Passenger Boats.
W. H. G. MORDEY, Manager.
Hongkong, 20th May, 1901. [41292]

NOTICE.
TENDERS are hereby called for the ERECTION OF BRICK SHOPS at JESSELTON for the NORTH BORNEO GOVERNMENT, particulars of which may be seen at the Office of Messrs. GIBB, LIVINGSTON & CO., Agents.
Hongkong, 14th February, 1901. [508]

INTIMATION.

A. S. WATSON & CO.,
LIMITED

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS
OF
AERATED WATERS
IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best principles that sanitary science can suggest; and our NEW FACTORY at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR EAST.

A PERFECT SYSTEM of FILTRATION is employed, guaranteeing ABSOLUTE PURITY.

The Machinery used is of the latest type.

A STAFF of ENGLISH EXPERTS attend to every detail of the Manufacture.

The Waters produced are of the highest class and excellence, as testified to by the best English make.

A. S. WATSON & CO.
LIMITED.THE HONGKONG DISPENSARY,
HONGKONG.

Hongkong, 31st May, 1901.

BIRTHS.

On the 3rd June, 1901, at No. 2, St. Francis Street, Hongkong, the wife of J. T. Corcoran, Inspector of Markets, of a daughter.
On the 24th May, at Kowloon, the wife of F. G. S. of a daughter.
On the 24th May, at Kowloon, the wife of F. G. S. of a daughter.
On the 24th May, at Kowloon, the wife of F. G. S. of a daughter.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 5th June, 1901

Another disgraceful incident has marked the story of the occupation of North China by the allied troops. No details as to how the disturbance arose are yet to hand, and all that we know is that on Sunday last there was a row in which two men were killed and six wounded, the former being Germans, and five of the latter French and one British. The scene was the Taku Road, which runs, roughly speaking, along the original limits of the French, British, and German Concessions at Tientsin. We may perhaps surmise that some of the participants in the row were the worse for liquor, for in all the previous international street disturbances during the past year those who have started the brawls have been more or less intoxicated. The usual course of events has been that some soldier or sailor, while in this state, has commenced to use insulting language toward one of the allied nations, with provocative intent. The representatives of the other nation have never been slow to take up the challenge. Blows then follow, and bystanders espouse the cause of their compatriots. Sometimes the police are involved. In any case there is all the material for a sanguinary affair. In the recent brawl at Nagasaki, one party, the British sailors, were unarmed; the Japanese police did not interfere; and in consequence H.M.S. *Barfleur* lost two of her men, the perpetrators of these murders getting away scot-free on the French transport *Nive*. Since that date both at Peking and at Tientsin there have been numerous unpleasant incidents, the most serious of which was the shooting of a Russian officer by a German sentry, who, however, seems to have been exonerated from blame, the Russian being drunk and violent. The latest addition to the list of brawls is even graver, to judge merely from the number of casualties involved. On this occasion there is only one Briton injured, but whether this is from the fact that few of our nationals were concerned in the affair or because on this occasion they were armed, it is impossible to say.

The importance of such occurrences lies not in the number of men killed or wounded, but in the deduction which must be made as to the feasibility of maintaining an international garrison in Peking and Tientsin, and on the lines of communication. The European Governments can look forward with no confidence to the proposed "international fortress" at Peking. They must ask themselves with trepidation the question, *Quis custodiet ipsos custodes?* The Legation quarter promises, under the suggested conditions, to be anything but a desirable place for the representatives of the Powers, their staffs and families. It has been recommended in a home paper that if the fortress in question is actually to be a fact the Allies shall take it in turns to garrison it, and that the posts on the lines of communication between Peking and the sea shall be divided in such a way as to prevent the various nations from coming into contact. This recommendation is politic, but what a sight will be presented to the Chinese, whose bad behaviour we have been for a year engaged in punishing! Even the Boxers have been less dangerous to some of the international troops than their own "allies." We cannot avoid the conviction that much of the blame in the various brawls lies in the absolute lack of discipline allowed to the various contingents when they are off duty. The unrestrained drunkenness on the part of so many European (and, we must add also, American) soldiers and sailors is responsible for these disgraceful street-rows. The officers show little concern whether their men behave like beasts or not. On several occasions, after a slight trouble has occurred and bad feeling is known to exist, the men have been allowed exactly the same freedom on the following day, with the result that a far greater disturbance has come to pass. With such neglect of duty on the part of the officers and with the men as irresponsible as they are wont to be, it is little to be wondered that the credit of Western civilisation has received enormous damage. Even excellent troops can lapse into a state little better than savagery under certain conditions, including insufficient discipline. In North China now there are some excellent troops; but there is a large riff-raff from all the world. Let the former get under the influence of national dislikes and strong liquor combined, and let the latter follow their bent, and we see what we have seen so many instances of recently in China. If the Powers seriously intend to maintain international garrisons in the North for any length of time, they have before them the plain duty of concerting measures whereby their men may live in discipline and in harmony with their allies.

We have spoken already of the scare caused among the Chinese in this Colony by the present epidemic of plague, and of the difficulties now encountered by many employers, who find that their workmen are leaving the area after receiving their wages on pay-day and making their escape into Chinese territory. From many sources we have received confirmation of our statement, and some prominent natives have not hesitated to speak of the possibility of a wide-spread strike if the plague continues to increase and the sanitary regulations are strictly enforced. We learn too of an application to a leading shipping firm in Hongkong by one of the principal Chinese charitable medical institutions to allow Chinese to proceed to Canton by the firm's vessels if they can produce a certificate from the institution in question that they are not suffering from plague. The application to which we refer admits that the Chinese concerned may be suffering from other complaints, but trusts that the firm will nevertheless permit them to use its vessels for passage to Canton. The argument is that the alarm felt by so many of our Chinese residents will thus be largely allayed. The soundness of this is questionable, we think. We do not see how the panic will be lessened by the sight of streams of Chinese making the best speed out of the Colony. On the contrary, it is probable that as many as can will follow the example set. We shall then be brought face to face with a grave economic crisis. We have no labour with which to replace the Chinese, and therefore it is obvious that any approach to a general strike or any excessive emigration would simply bring many businesses to a complete standstill. Nor do we see how the Chinese institution to which we have referred above is going to guarantee that the fugitives have not the germs of plague in them. It may be said that they are only going to Canton, and that China does not object to receiving them. But having reached Canton, do they all intend to stay there, and can we be sure that Canton will not be but the first stage in their escape to other ports? It is probable that if our Government sanctions a wholesale exodus from Hongkong, the first result will be severe measures against us by the neighbouring ports. The effect of the proposed emigration on our own trade and on our relations with our neighbours must be seriously considered in connection with this new Chinese suggestion.

The half-yearly licensing of public chairs and rickshaws is proceeding daily at the Central Police Station, under the superintendence of Inspector Ford.

From a notice appearing in our advertising columns, it will be seen that the City Hall (including the Museum, Library, and Theatre) will be closed for a month for decoration and repairs.

We received yesterday from the Acting Colonial Secretary a letter informing us that a British Congress on Tuberculosis will be held in London on the 22nd July, 1901, and that any one who may wish to attend the Congress or to support it financially can obtain full particulars on applying at the Colonial Secretary's Office.

During the 24 hours ending at noon yesterday there were reported 24 fresh cases of plague (all Chinese) and 31 deaths (22 Chinese, 2 other Asiatics). All the European patients, we are glad to learn, are doing well. We are sorry to have to state, however, that Mr. D. S. Gotta, the Persian caretaker of the City Hall, has succumbed to the disease.

It is understood that H. E. Sir Claude MacDonald and Lady MacDonald are likely to make a short trip to Europe, leaving Japan early next month. Sir Claude has not had leave of absence for several years, and it is to be hoped that no unlooked-for complication may interfere to prevent his enjoyment of a well-earned spell of leisure.

Admiral Alexieff returned to Port Arthur on the 26th ult., having visited Moukden, Liaoyang, and other districts. He will shortly set out for Ho-chien, to establish a Civil Administration branch office there. It is reported that the battalion of Rifles which left Port Arthur for "Takosuan by a transport is marching in the direction of Ho-chien.

A short time ago there were rumours in native official circles at Shanghai stating that H. E. Hui Ying-kuei, the enlightened Viceroy of Fokien and Chekiang, had been severely denounced by certain reactionaries at Peking, in consequence of which Ching Sing, the Tartar-General of Foochow, had been ordered to investigate the charges. The *N.C. Daily News* quotes a Foochow despatch which denies the rumour, and further states that the Tartar-General has called upon Viceroy Hui to inform H.E. that there had been no charges made against him at all, the Empress Dowager being perfectly satisfied with the Viceroy.

From the *Customs Gazette*, January-March, 1901, it appears that the total revenue collected in the first quarter of the present year, as compared with last year, was as follows, in Haikwan taels:—

Chinese treaty ports	1901	1900
Kowloon and Lappa	4,361,337	5,335,033
Lungchow, Mongtze, and Szeanao	183,530	192,973
	64,773	192,973

Total, 4,614,690 5,648,787
With all the troubles in the north, and consequent uneasiness all over China, the total falling-off in the revenue was only a little over one million taels. The decline in Shanghai alone, due almost entirely to the check given to the import trade, was a little over one million taels; so that the total revenue, excluding Shanghai, was within a trifle of that collected in 1900. This collection this year was actually larger than in 1899, and some half a million taels larger than in 1898.

From the Shanghai native papers it appears that extra precautions are being taken nightly by the Russians at Port Arthur, and that they play their search-lights upon the entrance lest the ships of other countries should secretly obtain an entrance. It seems that in the Post Office it is allowable to open all suspected letters. Recently the Post Office authorities opened a letter written by an American in which an accurate description of the forts and garrison was set forth for the information of Americans. The writer was at once arrested and imprisoned. He got a friend to inform his Consul of his awkward predicament. The Consul telegraphed his Minister, and his Minister telegraphed his home Government. The home Government telegraphed to the American Minister to Russia, and he saw the Russian Foreign Minister, the final result being the release of the prisoner after more than three weeks' incarceration. All newspapers, foreign and Chinese, must first pass the official censor. If there is anything adjudged to be detrimental to Russia the paper is promptly suppressed.

The *Singapore Free Press* quotes a private letter from a very competent observer of the situation as it is at Peking, or at least as it was during his recent visit there. It calls a spade a spade with extreme precision, says our contemporary, and, if we could, we would much enjoy quoting its text. Without naming names, this ray bit of epigrammatic summing up deals with the Foreign Ministers other than British. It is for those who know to supply the gaps. "As regards the Foreign Ministers, somebody said that a very heavy indemnity should be demanded from the Chinese for not having killed them. A is a coward and a drivelling fool. B rides very well in steeple chases. C was just the man for West of the Mississippi. D represents a dying nation with painful exactness. E eats enormous dinners. F and C, like E, are new men and don't know or care about anything. H speaks no language but his own and Russian, and keeps an eye on de Giers. And J used to be called the best-dressed man in London, but having lost all his kit in the siege, has now to be content with trying to avoid looking like a beach-comber."

It is reported from Seoul that two French teachers recently engaged at the Mining School by the Korean Government have been dismissed.

The British river gunboat *Snipe*, it is reported from Shanghai, starts early this month for an extensive journey all round the Poyang and Tangting Lakes. "To show the flag" to the natives of those populous and important regions.

For services and courtesies extended to the Spanish Crown, previous to American occupation of the Philippines, Mr. John T. Macleod of Manila has been decorated by the Spanish Government with the order of the Grand Cross of Isabel la Catolica.

Viscount Nagaoka, who is closely associated with Prince Konoye in the scheme for drawing Japan and China more closely together, left Shanghai on the 30th ult., accompanied by the Japanese Consul-General, to see the Viceroy Lin Kuig-yi and Chang Chih-tung.

A despatch to the *Asahi* states that an outbreak of bubonic plague in Tokyo is threatened. Five dead rats have been found in the kitchen and goods-store of the Imperial University hospital, and these were analytically examined. Plague germs were found. The metropolitan police issued an urgent order on the 25th ult. for the enforcement of general measures for disinfection and the extermination of rats as preventive measures against the plague.

It is stated that Count von Waldsee has declined being given a special reception by the Japanese Government during his stay in this country. His visit to Japan, he says, is merely with the object of enjoying the beautiful scenery for which the country is famous and to witness the progress which the Japanese Army, organised upon the basis of the German army, has made. Nevertheless there is no doubt that Count von Waldsee will receive distinguished attention in this country—*Kobe Chronicle*.

The U.S. battleship *Kentucky* left Cavite Bay on the 26th ult. for Anmy. She carried as passengers Hon. J. H. Foster, the new U.S. Consul at Anmy, and Mrs. Foster, who arrived at Manila a few days ago on the *Grant*. It is expected that the *Kentucky* will proceed to Yokohama, where she will take a part in the celebration attendant to the unveiling of the statue recently erected in memoriam to Commodore Perry, who opened the ports of Yokohama and Kobe for trade with foreign nations.

The Japanese Association of Exhibitors sending goods to the Glasgow Exhibition is to receive a subsidy from the Government of 40,000 yen, paid out of the second reserve in the Treasury. In addition to the articles that were not sold at the Paris Exhibition, and which were removed direct to Glasgow, a quantity of textile goods, carvings, porcelain and lacquer ware, valued at some 30,000 yen, will be sent direct from Japan before the end of the month, in addition to some 290,000 yen worth of goods already on the way.

It was recently stated, says the *Kobe Chronicle*, that the troubles in which the Japan Sea and Land Insurance Company of Osaka were involved have attracted attention in London and led to a telegram to Sir Claude MacDonald from the Foreign Office directing the Consul to protect the interests of British policy-holders. We cannot say, of course, whether such a telegram was received—indeed it appears somewhat improbable that the Foreign Office would interfere in such a matter—but there seems no question that the liabilities in London and New York are very heavy, amounting to over a million yen. It is believed the company will soon go into liquidation.

The health of the foreigner in Bangkok says the local *Times* of the 22nd ult., continues to be fairly good, but within the last week there have been a good many cases of cholera throughout the town. If the rains continue, however, the cholera will probably die out, as it is no doubt connected in most cases with the fact that the water in the river and the klongs has been somewhat brackish for a number of days past. But considering the unusually healthy season that we have had, it is surprising to hear that the recently appointed captains, or some of them, have gone the length of formally petitioning the Norddeutscher Lloyd to be taken off the run. In their eyes Bangkok is evidently the home of cholera and most other diseases, and is a place to be carefully avoided. Captain Behague's death on his first trip as master was a particularly sad affair, and it is not any less so from the fact, of which we have been assured, that his dread of the disease helped to carry him off.

With regard to the Pailin sapphire mines, a correspondent writes to the *Bangkok Times*:—This year's outlook seems a very poor one. The mines are nearly deserted. The Laotian and Cambodian diggers are gone. It appears that a rich auriferous deposit was discovered a few months ago near Phanet, in the alluvial bed of a river, but want of water and scarcity of food kept the diggers away. But since there has been a few showers of rain, something rich and remunerative has been brought to light, one lucky find producing 32 ticals of gold out of a piece of sandstone ore weighing 48 ticals. The assay took place in Chantaboon, in the presence of Mong Kung and other Shans of repute. Consequently for the past week the Shans, Cambodians, Laotians and Siamese are leaving in large parties. It is probable that at this rate the sapphire mines will soon be deserted or only a few employers and no coolies left. Pia actions and houses can be had for little or nothing, and as the growth of vegetation is terribly rapid, especially in the rains, Pailin will be long to be restored to *Dame Nature*, and elephants, rhinoceros and other denizens of the forest take up their old abode.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

* SHANGHAI, 3rd June, 8 p.m.

ANOTHER INTERNATIONAL ROW—

2 KILLED, 6 WOUNDED.
Another row occurred in the Taku Road, Tientsin, yesterday. As a result, five Frenchmen and one British were wounded, and two Germans were killed.

LATE "PIONEER" LEAVES CHUNGKING.

The *Kinsha*, late *Pioneer*, left Chungking for Shanghai to-day.

* Delayed in transmission.

REUTER'S SERVICE.

LONDON, 4th June.

SOUTH AFRICA.

It is rumored that Commandant Botha is coming to Standerton for the purpose of communicating with Mr. Kruger. This, it is said, has been allowed as a favour obtained through the Dutch representative.

ACCOUCHARMENT OF THE QUEEN OF ITALY.

The Queen of Italy has been delivered of a daughter.

LONDON, 2nd June.

ANGLO-AMERICAN RELATIONS.

Twenty delegates from the New York Chamber of Commerce, including Mr. Pierpont Morgan and other millionaires, visited Windsor Castle on Saturday, and were received by the King and Queen. The visit is considered significant of the friendly relations existing between Great Britain and America.
MR. CONGER TO RETURN TO PEKING.
Mr. Conger, the United States Minister to China, will sail on the 7th July to resume his duties at Peking.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

PARSEES AND PLAGUE.

TO THE EDITOR OF THE "DAILY PRESS."
Canton, 3rd June.

SIR.—Another Parsee plague case, and no step whatever is taken by the trustees of the Parsee Charity Fund, in Hongkong, who are said to be the heads of the Community! We all read in your columns, with admiration, the scathing remarks from the creditable pen of "Scrutator," and learn with burning shame how poor R. M. Mohla died. If the hands of the Government are already full, at least we should know what to do. It behoves the heads of this handful of men to make some arrangements with the hospital authorities to have a separate room, a separate doctor, and a nurse, whilst there is a Parsee case in hospital, at our own expense, out of our fund. Ye heads of Community, ye know full well we ill afford to lose our men, and if they must die, at least let us have the melancholy satisfaction of saying, that we did our duty by them, and let it not be said we are like the Chinese, who see their own men fall over, struggle in water for dear life, and never stretch a hand all the time to save them.—Yours, etc.,
H. S. K.

THE PLAGUE.

TO THE EDITOR OF THE "DAILY PRESS."
4th June.

SIR.—Referring to your issue of yesterday, in which it is stated that 18 dead bodies were found dumped in the streets, it reminds me to call again the attention of the Government to the nuisance still going on in Old Bailey Street at the side gate of the Central Police Station. I have also described how the corpses have been dealt with by the police. Mr. May's attention has been called to this abominable practice (which he himself classified as being against the law of the colony), and yet he still allows it to pass unnoticed!

At the meeting of the Sanitary Board held on the 16th ultimo, Mr. May, speaking on the dumping of dead bodies, said:—There was one thing, it was against the law of the colony to put a dead body at the door of a convent or anywhere in the public streets, and at the present time there were a number of their gallant defenders, goodness knows how many police, to prevent that being done.

Why then does Mr. May allow dead bodies being brought to the Old Bailey, to be exposed to the public at the side gate of the Central Station? Why are they not carried inside the police compound for their particular purpose, if such it may be termed? Why are they left outside for hours and sometimes uncovered and exposed to public sight? Mr. May must be satisfying himself in not putting into practice what he said in the Sanitary meeting.

Is it for the purpose of identification that the bodies are brought at that particular gate? Cannot identification be made at the very spot where they were found, and have them removed at once to the mortuary? What is the mortuary built for? Why should this unnecessary and disgusting procession of dead-bodies

allowed to go to and fro in the centre of the town? Because, perhaps, Mr. May wishes the public to be familiar with the sight and be free from panic. Very nice indeed!

In the last sentence of Mr. May's statement, quoted above, he spoke of "how many pelices to prevent that being done." I would answer in the case of Old Bailey—only one—(European, of course) with strict orders to disallow dead bodies being placed at the gate, and stop the procession of dead-bodies.

Anyhow, somebody must be responsible for this objectionable practice of bringing corpses into the centre of the town when there is a mortuary to receive them.

The insertion of the above will greatly oblige—Yours, etc.,

VOX POPULI.

TO THE EDITOR OF THE "DAILY PRESS."

4th June.

SIR.—Amongst the plague scandals, "Inquirer" may like to know that there is nothing more disgusting than the treatment of Chinese deaths. When a death occurs, no matter from what cause, if it is reported to the police, the corpse is removed to the Kennedy mortuary; if reported to the Registrar-General, Inspector of nuisances, whose scientific knowledge may be a little better than that of a common coolie, is sent by the Sanitary Board to examine the corpse before it is allowed to be coffin and taken out of the premises. In this way it is generally detained in the house for a whole day, and sometimes overnight, in the opinion of the inspector, the case is suspicious, before it can be buried. In hot weather like this, changes may have taken place in the body before the sanitary emissary can find time to visit it. I am sure the result of such delay is not very pleasant. The moment a report is received this M.O.H., or some one qualified to act for him, should go at once and decide the case on the spot.—Yours, etc.,

BETTER CIVILISATION.

POLICE COURT.

Tuesday, 4th June.

BEFORE MR. HAZELAND.

THE RECENT FIRE IN BEACONSFIELD ARCADE.

An enquiry was opened into the circumstances of the fire at the Salon Richelieu hairdressing shop, 4, Beconsfield Arcade, on the 21st ult. Mr. Hastings watched the case on behalf of the owners of the premises, and Mr. Robinson on behalf of the Commercial Union Insurance Company. Edward de Rosa, part owner of the Salon Richelieu, was examined. He said he started business on 1st February last. Assisting in the shop was his brother, a Portuguese (who died three days after the fire), and a Chinese. The shop was closed at a quarter past eight on the evening of the 21st ult., witness going to the Victoria Hotel and thence to his house in Wan-chai, which he reached at a quarter to nine. The first intimation witness had of the fire was when he went to open the shop next morning; he had heard nothing about it during the night. The time for opening the shop was from a quarter to eight to eight o'clock. On opening the door witness found the shop burned out and an Indian policeman in charge. When witness closed up on the previous night, all the lights were turned out. The total value of the stock and fittings was about \$20,000. (This sum witness afterwards modified to \$27,000.) The inventory produced was approximately a true and correct one of the value of the stock and fixtures. Since 1st February about \$400 worth of goods had been sold. Witness could suggest no theory as to how the fire had occurred. It was possible, as he had already told an inspector of police, that the bottles of perfume exploded and set fire to the premises. All perfume was liable to explode in warm weather. Witness was insured in the Commercial Union Insurance Company, to which company his brother had given notice of the liability of the perfume to explode. The brother took a bottle of the lotion "Da Rosa" to the company's offices to show that it was dangerous. Witness did not put in a claim for \$25,000. Of the day before the fire the Sanitary Board people disinfecting the shop, and left in the middle of the floor an earthenware bucket full of an effervescent substance. The shop was then closed by the sanitary authorities and witness and his assistants forbidden to enter.

His Worship—I don't suppose that had anything to do with it.

Witness, continuing, said his special lotion, "Da Rosa," contained kerosene, he also sold vasoline, a product of petroleum. Witness arrived in Hongkong from Shanghai on 10th January, and brought with him between fifteen and sixteen thousand dollars' worth of merchandise, weighing over eight tons. All this was stored in the shop.

By Mr. Robinson—The value of the merchandise brought from Shanghai was between fifteen and sixteen thousand dollars, as he had said. The weight was made up in perfumery and furniture.

Mr. Robinson went over the items on the inventory—nearly two hundred—and had each explained by the witness, when explanation was necessary.

The hearing was afterwards adjourned until 2.15 p.m. on Friday.

BEFORE MR. KEMP.

TIBED OF LIFE.

Young Sui, widow, of middle age, was charged with attempting to commit suicide on the 3rd inst. The circumstances of the case showed the defendant to be thoroughly tired of life.

She was for two years in the service of an Italian family as washerwoman, having adopted that means of earning a livelihood when her husband died. Ten days ago she made the first attempt at self-destruction, striking herself repeatedly on the head with a heavy piece of wood, and inflicting severe but not serious injuries. Her mistress sent her to the Government Civil Hospital, from which institution she was discharged on Monday, apparently cured of her mania. That such was far from the case was, however, conclusively shown by the fact that she walked straight from the hospital to the Poyra and threw herself into the water. A Chinese boy of about fourteen witnessed the act, and pluckily dived to the rescue of the woman, who was beyond her depth. With the assistance of an

Indian constable, the boy succeeded in dragging the would-be suicide ashore. The constable then took her to the police station.

His Worship—Is anything known about the woman—why she should attempt to commit suicide?

Inspector McNab—Her husband is dead, and she has no home.

She was sentenced to seven days with hard labour.

OPIUM.

For the unlawful possession of ten taels of prepared opium, four taels of raw opium, and five taels of dross opium, a coolie went to prison for four months with hard labour in default of paying a fine of \$350.

A second coolie was fined \$75, with the alternative of three months' hard labour, for being in unlawful possession of two taels of prepared opium. He also went to prison.

Fifty dollars fine or two months' hard labour was the sentence passed upon a third coolie who had no certificate for the five taels of dross opium found in his possession. Financial straits obliged him to take the two months.

RETURNING FROM BANISHMENT.
Chan Euk, of no occupation, pleaded guilty to returning from banishment on the 3rd inst., and was sentenced to one year's hard labour. He was banished from the colony on 18th March.

SONNET.

There comes a pleasing hour when brightest day
Wanes into softness, and the sunset glow
Sends kindly warmth, cool winds blow
Arise; ambrosial odours heat and play

O'er fevered temples. Youth can never stay
The ruthless arm of time which strikes us low.
Bonds heads, dims eyes, makes our movements slow.

And shrouds us with the rusture of decay.
But yet to live so that, when life is done,
Some joy remains, and all was not in vain.
One task achieved, whose memory will rain

Cool drops—be that the sin of life begun
In heat and strife. When vigour, health
Have fled,
Come peace, like this soft sunset o'er my head.

INCISE.

CANTON.
SHIPPING IN SOUTH-EAST ASIA.

The following is from an article in the *Shipping Gazette* on the transference of the Holt and Scottish Oriental lines to the German flag.

We read that the change appears to have made no appreciable difference in the conditions of British trade in Siam. It may not do so perhaps for the moment, but that it will in the end do British commercial interests any good it is impossible to suppose. Already, however, it would appear that some shippers, especially Chinese, are dissatisfied, because

counting rates have been kept very high. In this state of things it is not pleasant to think that the only two regular lines connecting the Siam capital with the nearest British colony are now German-owned. It is a little surprising not to find in this Blue-book some reference to the results which have ensued so far as Singapore is concerned, but that the "deal" has exercised a far-reaching influence is obvious from the fact that as far away as British North Borneo its consequences are noted. It is stated that "a great part of the trade of the country has passed into German hands since the transfer of the Holt and Scottish lines to the German flag."

Mr. Robinson, part owner of the Salon Richelieu, was examined. He said he started business on 1st February last. Assisting in the shop was his brother, a Portuguese (who died three days after the fire), and a Chinese. The shop was closed at a quarter past eight on the evening of the 21st ult., witness going to the Victoria Hotel and thence to his house in Wan-chai, which he reached at a quarter to nine. The first intimation witness had of the fire was when he went to open the shop next morning; he had heard nothing about it during the night. The time for opening the shop was from a quarter to eight to eight o'clock. On opening the door witness found the shop burned out and an Indian policeman in charge. When witness closed up on the previous night, all the lights were turned out. The total value of the stock and fittings was about \$20,000. (This sum witness afterwards modified to \$27,000.) The inventory produced was approximately a true and correct one of the value of the stock and fixtures. Since 1st February about \$400 worth of goods had been sold. Witness could suggest no theory as to how the fire had occurred. It was possible, as he had already told an inspector of police, that the bottles of perfume exploded and set fire to the premises. All perfume was liable to explode in warm weather. Witness was insured in the Commercial Union Insurance Company, to which company his brother had given notice of the liability of the perfume to explode. The brother took a bottle of the lotion "Da Rosa" to the company's offices to show that it was dangerous. Witness did not put in a claim for \$25,000. Of the day before the fire the Sanitary Board people disinfecting the shop, and left in the middle of the floor an earthenware bucket full of an effervescent substance. The shop was then closed by the sanitary authorities and witness and his assistants forbidden to enter.

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THE SEUL-FUSAN RAILWAY.

The Seul-Fusan Railway Company received the formal grant for the construction of the railway on the 15th ult., when the first course of the subscription for its shares was finished. As the company is to begin the construction works in a few days when the matters connected with the capital are finished and the inaugural general meeting has been held, we think it proper to give here a short description of the route of the railway. Between Seoul and Fusan, which are the termini of the railway, it touches many important places. Starting from Seoul, after an interval of 25 miles, the route reaches Suwon, an historical place in the China-Japan war. The Chiksan, the famous gold mine worked by Baron Shibusawa and Mr. Soichiro Asano, lies at a distance of 103 miles from Seoul along the railway. At Wonsan, next to Chiksan, the railway branches to Kangkyong. This place is notable for the fact that it reaches the river communication from Gansan, an open port. The railway company will carry the materials for the railway construction to Kangkyong via Suwon. The branch line is not formally mentioned in the memorandum concluded between the Korean and our Governments in connexion with the railway. But in view of the fact that the branch line is a *raison d'être* of the railway, there is no possibility of its being done away with even after the whole railway is constructed. As far as Woman the route is rather easy, but beyond that place the railway enters the most hilly portion of the peninsula, where the route crosses the mountain range of Chupungnyong. Just before the railway goes into the mountains it touches the town of Suwon, which, as well as Pyungong, also a place where the railway touches, are the centres of the ginseng productions. At a point 215 miles from Seoul, the route comes to Teiku, which is a pretty city with a population of over ten thousand. From this place the railway goes straight to Fusan after covering a distance of 287 miles altogether. When the railway is completed, the traffic will be made by train running 27 miles per hour; so that the whole length will be done in 10 or 12 hours.—*Japan Times*.

MURDEROUS PIRACY NEAR SINGAPORE.

The *Straits Times* gives details of a murderous piratical outrage, within the waters of Singapore, against a Chinese junk that left the port for the 22nd ult. at 10 a.m. It carried general cargo and a crew of six Chinese. It appears that when off Karimoon Island the junk was becalmed, and anchored in full view of a Malay village or *kampung*, from which four Malays presently put off in a *koleh* and, asking for some tobacco, they boarded the *longkong*. Then, so far as can be learned, the ruffians suddenly drew their knives and attacked the unfortunate Chinamen, cutting them down right and left. They then ransacked the vessel and, after cutting her anchor rope, made off with all they could lay their hands on.

Information of the horrible crime, says the *Times*, was first brought to Singapore by the master of the steamer *Glengary*, who reported at the Master Attendant's office at 9 o'clock on Saturday night that he had towed a *longkong* from Sultan Shoal to Singapore harbour with only one man in it out of a crew of six. The other five, the master alleged, had been killed and thrown overboard.

The police were informed and Inspector Brannagan, of the Marine Police, boarded a Chinese *longkong*, No. 300, lying off Beach Road. There he found a Hokien named Ng Chin Sing, the only survivor out of the crew of six who sailed from Singapore for Siam on the 22nd ult. with a general cargo. On inquiry, Inspector Brannagan gathered the following horrible account of murder and piracy:

The *longkong* left Singapore Harbour about 5 p.m. on the 22nd for Siam and all went well until about 2 p.m. on the 23rd ult., when Karimoon Island was sighted. The tide was setting in at the time and the wind fell. As they were drifting towards the island they cast anchor about one mile from shore and in full view of a Malay *kampung*. About two hours after the junk was anchored, four Malays, containing four Malays, came alongside the *longkong* and one of the Malays in the *koleh*, asked for some tobacco. This was given in conversation was entered into between the Malays and the *longkong*, the *longkong*, and the Chinese sailors who sat aft close to the stern. The Malays then tried their *katih* to the *longkong* and climbed on board, apparently with the most friendly intentions, and at dawn with the four Chinese anchors.

At this time the anchor and the Chinese sailor were sitting near the bow. About half-an-hour elapsed after the Malays came on board, when the two men forward heard shouts and simultaneously a Malay jumped down to where they were sitting, drew a long kris from his waist, and made a slash at Ng Chin Sing's head. He dodged, but not before he received an ugly cut which laid open his right cheek. Then the Malay made a lunge at him, cutting through the waist belt and inflicting a gaping wound on the right side. He fell and crept into the cabin and then dropped down amongst the cargo and concealed himself amongst some bags in the corner where it was quite dark. He knew nothing of what became of the others, but from where he was cut down to where he lay concealed is one long trail of blood, the larger quantity being where the unfortunate man lay. From where he was he saw the Malays take the six boxes belonging to the crew from the cabin, and take them away. He never moved till about midnight on the 23rd ult., and then he crept on deck to find that it was beset with the blood of his companions of whom he alone was left to tell the tale. He found that the cabin had been ransacked and all the boxes which were locked, the contents of which he was ignorant, were missing. The Malays had vanished and he was not in sight of land. The Malays had cut the anchor rope as a finishing touch to their devilish work. The *longkong* drifted on to near Sultan Shoal where no doubt it would have been smashed on the rock were it not that the unfortunate survivor, weak though he was from loss of blood, rigged a small anchor which he found on board and succeeded in mooring the *longkong*. In this pitiable condition he was picked up later on by the *Glengary*, the small coasting steamer, who did all that lay in his power for the injured man and towed the *longkong* to Singapore, where it now lies.

LIFE AND VIGOUR FOR THE HAIR.—The only article which really possesses nutritive virtues for stimulating, and restoring the hair, is ROWLAND'S MACASSAR OIL. It removes scurf, hardness, dandruff, prevents the hair being injured by illness, and should always be used for children's hair; no other article imparts such a beautiful and dressy appearance to the hair as ROWLAND'S MACASSAR OIL, and if you have never used it, you are strongly advised to procure a bottle without delay, and continue using it, as in a golden colour for fair hair. Sold by Stores and Chemists. [1864-3]

THE SEUL-FUSAN RAILWAY.

The Seul-Fusan Railway Company received the formal grant for the construction of the railway on the 15th ult., when the first course of the subscription for its shares was finished. As the company is to begin the construction works in a few days when the matters connected with the capital are finished and the inaugural general meeting has been held, we think it proper to give here a short description of the route of the railway. Between Seoul and Fusan, which are the termini of the railway, it touches many important places. Starting from Seoul, after an interval of 25 miles, the route reaches Suwon, an historical place in the China-Japan war. The Chiksan, the famous gold mine worked by Baron Shibusawa and Mr. Soichiro Asano, lies at a distance of 103 miles from Seoul along the railway. At Wonsan, next to Chiksan, the railway branches to Kangkyong. This place is notable for the fact that it reaches the river communication from Gansan, an open port. The railway company will carry the materials for the railway construction to Kangkyong via Suwon. The branch line is not formally mentioned in the memorandum concluded between the Korean and our Governments in connexion with the railway. But in view of the fact that the branch line is a *raison d'être* of the railway, there is no possibility of its being done away with even after the whole railway is constructed. As far as Woman the route is rather easy, but beyond that place the railway enters the most hilly portion of the peninsula, where the route crosses the mountain range of Chupungnyong. Just before the railway goes into the mountains it touches the town of Suwon, which, as well as Pyungong, also a place where the railway touches, are the centres of the ginseng productions. At a point 215 miles from Seoul, the route comes to Teiku, which is a pretty city with a population of over ten thousand. From this place the railway goes straight to Fusan after covering a distance of 287 miles altogether. When the railway is completed, the traffic will be made by train running 27 miles per hour; so that the whole length will be done in 10 or 12 hours.—*Japan Times*.

MURDEROUS PIRACY NEAR SINGAPORE.

The *Straits Times* gives details of a murderous piratical outrage, within the waters of Singapore, against a Chinese junk that left the port for the 22nd ult. at 10 a.m. It carried general cargo and a crew of six Chinese. It appears that when off Karimoon Island the junk was becalmed, and anchored in full view of a Malay village or *kampung*, from which four Malays presently put off in a *koleh* and, asking for some tobacco, they boarded the *longkong*. Then, so far as can be learned, the ruffians suddenly drew their knives and attacked the unfortunate Chinamen, cutting them down right and left. They then ransacked the vessel and, after cutting her anchor rope, made off with all they could lay their hands on.

Information of the horrible crime, says the *Times*, was first brought to Singapore by the master of the steamer *Glengary*, who reported at the Master Attendant's office at 9 o'clock on Saturday night that he had towed a *longkong* from Sultan Shoal to Singapore harbour with only one man in it out of a crew of six. The other five, the master alleged, had been killed and thrown overboard.

The police were informed and Inspector Brannagan, of the Marine Police, boarded a Chinese *longkong*, No. 300, lying off Beach Road. There he found a Hokien named Ng Chin Sing, the only survivor out of the crew of six who sailed from Singapore for Siam on the 22nd ult. with a general cargo. On inquiry, Inspector Brannagan gathered the following horrible account of murder and piracy:

The *longkong* left Singapore Harbour about 5 p.m. on the 22nd for Siam and all went well until about 2 p.m. on the 23rd ult., when Karimoon Island was sighted. The tide was setting in at the time and the wind fell. As they were drifting towards the island they cast anchor about one mile from shore and in full view of a Malay *kampung*. About two hours after the junk was anchored, four Malays, containing four Malays, came alongside the *longkong* and one of the Malays in the *koleh*, asked for some tobacco. This was given in conversation was entered into between the Malays and the *longkong*, the *longkong*, and the Chinese sailors who sat aft close to the stern. The Malays then tried their *katih* to the *longkong* and climbed on board, apparently with the most friendly intentions, and at dawn with the four Chinese anchors.

At this time the anchor and the Chinese sailor were sitting near the bow. About half-an-hour elapsed after the Malays came on board, when the two men forward heard shouts and simultaneously a Malay jumped down to where they were sitting, drew a long kris from his waist, and made a slash at Ng Chin Sing's head. He dodged, but not before he received an ugly cut which laid open his right cheek. Then the Malay made a lunge at him, cutting through the waist belt and inflicting a gaping wound on the right side. He fell and crept into the cabin and then dropped down amongst the cargo and concealed himself amongst some bags in the corner where it was quite dark. He knew nothing of what became of the others, but from where he was cut down to where he lay concealed is one long trail of blood, the larger quantity being where the unfortunate man lay. From where he was he saw the Malays take the six boxes belonging to the crew from the cabin, and take them away. He never moved till about midnight on the 23rd ult., and then he crept on deck to find that it was beset with the blood of his companions of whom he alone was left to tell the tale. He found that the cabin had been ransacked and all the boxes which were locked, the contents of which he was ignorant, were missing. The Malays had vanished and he was not in sight of land. The Malays had cut the anchor rope as a finishing touch to their devilish work. The *longkong* drifted on to near Sultan Shoal where no doubt it would have been smashed on the rock were it not that the unfortunate survivor, weak though he was from loss of blood, rigged a small anchor which he found on board and succeeded in mooring the *longkong*. In this pitiable condition he was picked up later on by the *Glengary*, the small coasting steamer, who did all that lay in his power for the injured man and towed the *longkong* to Singapore, where it now lies.

LIFE AND VIGOUR FOR THE HAIR.—The only article which really possesses nutritive virtues for stimulating, and restoring the hair, is ROWLAND'S MACASSAR OIL. It removes scurf, hardness, dandruff, prevents the hair being injured by illness, and should always be used for children's hair; no other article imparts such a beautiful and dressy appearance to the hair as ROWLAND'S MACASSAR OIL, and if you have never used it, you are strongly advised to procure a bottle without delay, and continue using it, as in a golden colour for fair hair. Sold by Stores and Chemists. [1864-3]

EXPORT CARGO.

Per Imperial German Mail steamer *Sachsen*, sailed on the 25th ult. For Aden—1 box sealings. For Port Said—3 cases ham-bacon. For Smyrna—10 cases staranised oil. For Trieste—100 bales manganising. For Genoa—230 bales raw silk, 100 bales waste silk, 20 pkgs. canvas. For Genoa and Barcelona—40 pkgs. canvas. For Antwerp—50 bales rat-tauco, 86 rolls matting; 12 bales feathers. For Antwerp and London—20 boxes brushes. For Amsterdam—11 cases Chinaware, 5 cases preserves, 3 bales matting. For Rotterdam—190 bales canvas. For Bremen—100 rolls matting, 75 half-chests tea, 4 cases Chinaware. For Hamburg—397 bales feathers, 100 boxes palm-leaf, 50 boxes cassia-buds, 44 half-chests tea, 15 boxes Chinaware, 7 cases paper, 5 boxes feathers.

with the evidence of the awful crime that has been committed still plainly visible.

The unfortunate Chinaman has been sent to hospital. The wounds have apparently been inflicted by a razor-edged instrument and are clean cuts. The victim is not in a dangerous condition and is expected to recover.

The Karimoon route lies about 56 miles south-west of Singapore and is in Dutch territory. Three or four piracies have been committed this year in the neighbourhood of the Singapore harbour, but they were on a small scale and of this one, which claimed five victims. This is undoubtedly the worst case that has occurred in Singapore for the last ten years. This daring case of piracy has probably been committed by the same gang who committed the previous smaller ones, but who have now grown bolder.

MR. CONGER IN THE STATES.

After his arrival at San Francisco on the 25th April, Mr. Conger was naturally sought out by American press-men. The U.S. Minister reiterated many of the views expressed by him in China and Japan on his way home. He said:

"All kinds of exaggerated tales have come out of China since the Boxer trouble. The tale of barbarism and brutality by a licentious soldiery that were cabled all over the world were more fiction than truth. I have no doubt that a great deal of brutality was practiced by individual soldiers. You must remember that the Boxers had killed 40,000 Christian Chinese and over 100 Americans and Europeans, and when the allied forces reached Peking, where women and children were besieged by a howling mob of Chinese intent on murder, they probably did not take the trouble to discover whether every Chinese they met had a gun, or whether every house in a village gave shelter to Boxers. A great deal of brutality was practiced which would not be countenanced by civilized people, but I am satisfied that in all such instances the lawlessness was not sanctioned by the officers."

"A story was published in Kobe that credited American missionaries with an admission that they had done a lot of looting with my knowledge and approval. Now there was no truth in that. The missionaries, to my knowledge, have not looted, and I have not countenanced looting at any time."

"Another exaggerated tale that needs refuting is the recently published statement that there is danger of another Boxer uprising in China. There is not the slightest danger of any more trouble from the Boxers, and there is not the remotest prospect that the Government troops will be massed with an idea of giving the allied troops any trouble. The Boxers or Government troops might get together and cause slight trouble at some one place, but even this, in my opinion, is highly improbable. Peace negotiations are progressing satisfactorily, and I believe order will be restored in China without further friction between any of the parties in interest."

"When I left Peking, the foreign Ministers were making rapid progress toward agreeing upon some general plan for the collection of indemnities. The idea was that there should be some uniformity in the basis of indemnity claims, and the several Ministers, acting under instructions from their respective Governments, were struggling with the task of coming to some understanding among themselves. I am prepared to say that China is ready and willing to pay any reasonable indemnity. Just what the total indemnity will amount to is impossible to say at this time, for no attempt has been made to ascertain the war expenses of the several nations."

THE METRIC SYSTEM IN JAPAN.

In the course of a Parliamentary report on the metric system, recently published, Mr. J. B. Whitehead forwards a report drawn up by Mr. Lay, Acting Japanese Secretary, on the methods pursued in Japan. It is pointed out in the report that the Japanese have not abandoned the old weights and measures in favour of the metric system, but have legalised the employment of the two methods of reckoning side by side, with the proviso that the Japanese weights and measures shall be taken as the standard. But the metric system has not come into general use, the Japanese preferring their old style of calculation. Tape-measures are frequently marked on one side according to the one system, and on the other in accordance with the alternative way. On maps, too, both scales are, as a rule, indicated for convenience of reference. Mr. Lay continues:

"It would be erroneous, however, to suppose that the foreign system is preferred, or even much made use of for practical purposes. On the contrary, its employment by the Japanese would appear to be largely confined to dealings with foreigners, who insist on such a method of measurement, and in these cases a transference to Japanese scales takes place for the purpose of fixing prices or calculation. In point of fact, experience shows that Japanese engineers, mechanics, artisans, and merchants understand English weights and measures better than the French, but that they invariably calculate by the Japanese shaku, tau, kwan, &c. Iron, e.g., is always so much a kwan."

"As regards drawings and diagrams, it happens that the Japanese measure by shaku are all decimal, so that a drawing made to the French scale can be used at once to the Japanese scale. For instance, a drawing made to the metric system, to a metre exactly corresponds to one made to the scale of 1 bu to a shaku. This is, however, purely accidental, and has nothing to do with the introduction of the metric system."

"An English gentleman, who has had many years' experience in connection with land and buildings, &c. in Japan, has informed the compiler of this report that all his dealings with all classes of the Japanese, educated and uneducated, have always been in Japanese weights and measures."

ON SALE.

THE POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA.

A LECTURE BY ALEXANDER MICHIE.

PRICE 25 CENTS CASH.

On Sale at "HONGKONG DAILY PRESS" Office and Local Newsagents. Hongkong, 20th April, 1901. [1072]

QUAN WAH & CO.

DEALERS IN ITALIAN MARBLE AND GRANITE MONUMENTS.

DESIGNS & PRICES ON APPLICATION.

At No. 1, Queen's Road East, Hongkong. Hongkong, 17th October, 1892. [1044]

CARBOLINUM-AVENARIUS.

USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.

Sole Agents for China, LUTGENS, EINSTAMANN & CO., Hongkong, 31st August, 1897. [1372]

THE "CEYLON OBSERVER."

PUBLISHED DAILY.

THE OLDEST and Largest Paper in the Colony, with a Circulation far ahead of any other local print.

THE ONLY CEYLON JOURNAL that receives regular SPECIAL TELEGRAMS of Mail and other important Intelligence from Bombay, Madras, Calcutta, &c.; besides BEUTER'S SERVICE FROM EUROPE, &c. Subscription, with Postage, to China and Japan, Rupees 47, in advance.

THE WEEKLY "CEYLON OBSERVER," with SUPPLEMENTS containing all Telegraphic Intelligence.

Subscription for China, Japan, Straits, &c. Rupees 19 per annum in advance. Received at Hongkong Daily Press Office.

ON SALE.

"MOUNTINGS OF THE NAVAL GUNS and their Subsequent Use with the LADY SMITH RELIEF COLUMN."

Being a Lecture by CAPTAIN PERCY SCOTT.

NEW ADVERTISEMENTS

WANTED. A Well-qualified and Experienced CHINESE CLERK, able to Write and Translate Chinese into English and vice versa.

Apply—
Care of Daily Press Office.
Hongkong, 5th June, 1901. [1423]

NOTICE

THE PARTNERSHIP in our Firm of **MR. HENRY CRAWFORD** and **MR. JOHN McCALLUM** expired on 31st March, 1901. **MR. ALFRED HOLLAND SKELTON**, **MR. DUNCAN CLARK** and **MR. FRANCIS CUMING WILCOX** were admitted as PARTNERS on 1st April, 1901.

LANE, CRAWFORD & CO.
Hongkong, 5th June, 1901. [1422]

NOTICE

THE CITY HALL (including the Museum, Library and Theatre) will be CLOSED for a month from date, for Decoration and Repairs.

The Chamber of Commerce and Brokers' Association will be open as usual. All communications should be addressed, and all books on loan should be returned to the SECRETARY at the SUPREME COURT HOUSE.

By Order.
F. B. L. BOWLEY,
Secretary.
Hongkong, 5th June, 1901. [1425]

WAR DEPARTMENT CONTRACTS.
HONGKONG DISTRICT.

FIRMS desirous of having their names recorded on the LIST OF CONTRACTORS who are invited to TENDER for the execution of WAR DEPARTMENT BUILDING and ENGINEERING WORKS, are requested to make application by letter, addressed to the DISTRICT ENGINEER, Headquarters Office.

War Department Works are divided into three classes, viz:—

(a) Jobbing work, painting and repairs.

(b) New buildings, or works, up to \$50,000 estimated value.

(c) New buildings or works, of any magnitude above \$50,000 estimated value.

Contractors making application should state which one, or more, of these classes they desire to tender for, and must forward evidence of their capability of undertaking such contracts.

R. LITTLEDALE, Major, R.E.,
for District Engineer in China.

Royal Engineers' Office,
Hongkong, 4th June, 1901. [1421]

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

FOREIGN ATTACHMENT.

Suit No. 61 of 1901.

PLAINTIFF—**THE KUNG SHUN BANK**, of No. 129, Queen's Road Central, Victoria, Hongkong.

DEFENDANT—**LAI SUI CHUEN**, carrying on business at No. 2, Yu Hing Lane, and No. 17, On Wo Lane, Victoria, Hongkong, under the style of "HUNG CHEUNG."

NOTICE IS HEREBY GIVEN that a writ of Foreign Attachment returnable on the 22nd day of June, 1901, at 10.30 of the clock in the forenoon, against the above named Defendant within the Colony, has been issued in this Suit pursuant to the Provisions of Section LXXXII of "The Hongkong Code of Civil Procedure."

Dated the 4th day of June, 1901.

WILKINSON & CRIST,
Solicitors for Plaintiff.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA,"

Captain Cox, will be despatched as above on SATURDAY, the 8th instant, at 3 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 4th June, 1901. [1418]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through CABLE to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE,"

Captain St. John George, will be despatched for the above ports on THURSDAY, the 27th inst., at 4 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 5th June, 1901. [1427]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"CHELYDRA,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods will be delivered from along-side.

Cargo impeding the discharge or remaining on board after Noon, the 6th instant, will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 4th June, 1901. [1419]

NEW ADVERTISEMENTS

FOR SALE.

ONE 6-Inch TRANSIT THEODOLITE

Apply to—

B. BROTHERTON HARKER,
17, Queen's Road Central.

Hongkong, 5th June, 1901. [1423]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain Rolfe, will be despatched as above on SATURDAY, the 8th inst., at Noon.

This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 4th June, 1901. [1426]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"KANAGAWA MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 11th instant will be subject to rent.

No Fire Insurance has been effected.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 14th inst., or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.
Hongkong, 4th June, 1901. [1424]

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,

FOR ACCOUNT OF THE CONCERNED,

TO-MORROW (THURSDAY),

the 6th June, at 11 a.m., at their Sales Rooms, Ice House Street,

A Consignment of AMERICAN FANCY LAMPS, GLOBES and SHADES,

Comprising of Mafra, Napa, Napa, Lema, X 86, X 87, Korba, BB 17, Kulor, Kilwa, Jon, Iglo, Jono, X 110, Jono, Heron, Tola, Waldo, Arno, Belfor, Cess, Glenroy, Horgo, Rochester, &c., &c.

Now on View.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 4th June, 1901. [1417]

A. LING & CO.,

FURNITURE STORE.

PLATED GLASS & CROCKERY WARE

Also FOOCHOW LACQUERED WARE.

FURNITURE ON HIRE.

68, QUEEN'S ROAD CENTRAL.

Hongkong, 1st May, 1901. [1145]

FOR SALE.

EUROPEAN HOUSES at LEIGHTON HILL ROAD, 80% of the Purchase Money can remain on Mortgage on Tontine System. A Person with a very small saving can purchase one of these.

A. RUMJAHN,
Hongkong, 29th May, 1901. [1377]

THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the POSITION of SUPERINTENDENT OF PUBLIC WORKS and GOVERNMENT SURVEYOR. Applications and Copies of Testimonials to be sent to the undersigned, from whom terms may be learnt. Appointment to be taken up as soon as possible.

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 26th January, 1901. [339]

ROYAL HONGKONG YACHT CLUB.

NOTICE.

THE ANNUAL GENERAL MEETING will be held in the CRICKET CLUB PAVILION, on TUESDAY, the 11th June, at 5.30 P.M.

BUSINESS:

1. To receive and pass the Hon. Treasurer's Accounts.

2. To elect the Officers and Committee for the ensuing year.

3. To fix the date of the first Club Race.

4. To fix the date of the first Club Race.

5. The following alterations to rules will be proposed:—

(a) That the new Rating Rule adopted at a General Meeting on February 11th shall remain in force until June, 1903.

(b) That the new rating rule shall not apply to existing Yachts, provided no alteration is made in their hull.

(c) That if the owner or partowner of a Yacht makes an appointment with the Official Measurers to measure the Yacht in which he is interested and neglects to have the Yacht ready for measurement at the appointed time and place, he shall forfeit a fine of \$5.

(d) A Fee of \$5 shall be charged for every certificate after the first each season, subject to the discretion of the Committee, who may remit the fee in any special circumstances.

F. KOE, MAJOR,
Hon. Secy.

R. K. Y. C.
Hongkong, 3rd June, 1901. [1410]

NOTICE.

INFORMATION has been received from our Singapore Branch by Wire of the ROBBERY of \$238,550 of \$50 notes, issued by THE HONGKONG AND SHANGHAI BANKING CORPORATION, Singapore, and the public are hereby CAUTIONED against receiving and/or cashing Singapore notes of the denomination of \$50.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 30th May, 1901. [1379]

NOTICE OF FIRM

NOTICE.

M. R. BORNKESSEL CHARGES to SIGN our FIRM by PROCURATION from this date.

MR. A. GOEKE has been Authorised to SIGN our FIRM by PROCURATION from this date.

EAST ASIATIC TRADING CO.
Hongkong } 28th May, 1901. [1357]
Canton

PUBLIC COMPANIES

A. S. WATSON & CO., LIMITED.

THE FINAL DIVIDEND for the year 1900, at the rate of Seventy Cents per Share (or Seven per cent. on the Capital of the Company, making Twelve per cent. for the year) is PAYABLE at the HONGKONG AND SHANGHAI BANK, Hongkong, on and after this date the 23rd May, 1901, on Warrants to be obtained from the undersigned. Local Shareholders are requested to apply at the Company's Office for their Warrants.

The Dividend is also payable at the Hongkong and Shanghai Bank, Shanghai, on presentation of Warrants thereon, on and after the same date.

A. H. MANCELL,
Secretary.

Hongkong, 23rd May, 1901. [1326]

CANTON LAND COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the following:—

Lot No. 51—60 Anthony Babington, Esq.

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INSURANCES

"L'UNION"
FIRE INSURANCE COMPANY, Ltd.
(Established 1823).

THE Undersigned, having been appointed
GENERAL AGENT for the above
Company, is prepared to ACCEPT RISKS
at current rates.

Claims settled direct without reference to the
Head Office.
A. R. MARTY,
Agent.
Hongkong, 1st August, 1900. [2794]

"L'URBAINE"
FIRE INSURANCE COMPANY, Ltd.
(Established 1838).

THE Undersigned, having been appointed
GENERAL AGENTS for the above
Company, are prepared to ACCEPT RISKS
at current rates.

P. LEMAIRE & CO.
Hongkong, 7th February, 1901. [439]

SUN INSURANCE OFFICE, LONDON
FOUNDED 1710.
The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th May, 1892. [730]

SALAMANDER FIRE INSURANCE
COMPANY.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

HOTZ, S. JACOB & CO.
Hongkong, 2nd April, 1900. [33]

TRANSATLANTIC FIRE INSURANCE
COMPANY OF HAMBURG.
The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th November, 1872. [29]

NORTH BRITISH AND MERCANTILE
INSURANCE COMPANY.
TOTAL FUNDS at 31st DECEMBER, 1899
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I. AUTHORIZED CAPITAL... £3,000,000 0 0
SUBSCRIBED CAPITAL... 2,750,000 0 0
PAID-UP CAPITAL... 687,500 0 0
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SHEWAN, TOMES & CO.,
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Hongkong, 22nd June, 1900. [1872]

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DOUGLAS LARRAIK & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [132]

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WM. MEYERINK & CO.,
Agents.
Hongkong, 18th May, 1900. [185]

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Class Foreign and Chinese Risks at Current
Rates.

SIEMSEN & CO.
Hongkong, 20th May, 1895. [31]

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Hongkong, 21st April, 1897. [194]

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Hongkong, 15th April, 1901. [1021]

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THE RESEARCHES OF MR.
CROZIER.

BY
ADELINE SERGEANT
(Author of "The Story of a Penitent Soul," &c.)

I was surprised that no one had met me at the
little railway station on a branch from the main
line at which I had been instructed to alight;
another messenger, not conversant of any sort
had appeared on the scene, and the one fly be-
longing to the village inn had been secured
only with some delay and difficulty. My aunt
had invited me to the house, and she might have
had the courtesy to send someone to meet me.

As the fly rumbled slowly along the rough
road, and the deepening darkness blotted out by
degrees all details of the landscape, I settled
myself into the corner, and almost marvelled
why I had come so far on what might be a
fool's errand after all. But I was poor, a strug-
gling young doctor with few friends and
sombre prospects; I had no right to throw
away a single chance which promised anything
for the future.

I had received some time previously a letter
from a highly respectable firm of solicitors which
informed me that their client, Miss Catherine
Desmond, the owner of Southwaite Hall, and
some property in Cumberland, had reason to
think that I was a relation of hers, and since
she had few kinsfolk living, she would be glad
to know something of my family history, and if
I turned out to be a connection of her family,
she would be glad to see me. The solicitors' letter
concluded with the recommendation to me not
to neglect this opportunity of making myself
known to the lady.

It was easy enough to discover the links of
relationship between Miss Desmond and myself.
My mother's name had been Desmond, and she
was Miss Catherine Desmond's niece. She had
married with her family when she had
quarrelled with her father, and her early death
left me without much information about her
relations. It seemed clear, however, that Miss
Desmond was my great aunt, and I felt myself
justified in accepting her invitation to stay
with her a few days at Southwaite Hall.
Hence my journey from London, and my arrival
at the little station five miles away from her
house at the close of the day.

Suddenly the cab drew up with a jerk. I
heard a sound of wheels, and looking out I saw
the outline of a horse and vehicle, with high
flashing lamps drawn up alongside of our own,
while a fresh girlish voice rang out upon the
still November air.

"Is a gentleman from London in your fly,
John Cartwright?" and the old flyman made an-
swer in a mumbling voice—
"Aye, Missy, that he is."

I was out in the road before he had finished,
for it was evident that the question referred to
myself, and lifting my hat, I addressed the
almost invisible speaker.

"I am Philip Stanfield on my way to Scar-
thwaite Hall."

"Oh that's all right," came the cheerful an-
swer, "there was a mistake about your train, or
I should have met you at the station. Do you
prefer your fly, or will you mount up here in
the dogcart?"

"The dogcart, by all means," I replied.

"Then Cartwright will come after us with the
luggage. Can you see the way? That's all
right. We shall be home half an hour before
the fly."

As well as I could make out in the dim light,
the speaker who was driving was both young
and pretty. Her voice was sweet and yet
determined; it sounded as though its owner
possessed a will of her own, but at the same
time a bright and cheerful disposition. I was
surprised to find that she had no groom with
her, but she seemed perfectly capable of
managing the spirited mare that she was
driving.

"I am so sorry," she began, "you must have
thought us very inhospitable, but the fact was
my aunt and I did not know that your train
would be in so soon. She is my great aunt as
yours, you know," she went on. "I am Dorothy
Desmond, the daughter of her nephew, and you
are the son of one of her nieces, I believe, so
we are second cousins."

"I did not know until a short time ago that
I had a relation in the world," I answered. "It
is delightful to find that I am not so lonely as
I supposed."

"I suppose we are the last of the family,"
said Dorothy, as we drove slowly along the
road. "Aunt Catherine is growing very in-
firm, and you must not mind if I say it to
you in confidence—she is sometimes a little
eccentric. I wanted to say this to you before
you met her, and that was why I drove to
the station."

"I telegraphed from Euston," I observed.
"Yes," said she in a rather peculiar tone,
and then paused as if she did not know whether
to go on or not. Then with sudden decision
the telegram was mislaid before I actually
saw it, and my aunt's memory is not to be
depended on. I don't know whether I am
right, but I think I ought perhaps to give
you a hint, Mr. Stanfield—oh, well," as I
made a sound of remonstrance—"Cousin Philip,
if you like—but you have an enemy in the
house. I think he didn't want me to meet
you, and that was why the telegram was
mislaid. I need not say any more. I am sure
you will understand."

I didn't understand exactly, but there was
something in the unwonted hurry and agitation
of her voice that betrayed some fear of the man
she spoke of. She didn't explain herself
more particularly, and I didn't like to inquire,
but I wondered in my own heart whether it was
doctor, priest, or servant of some kind that had
established a right to interfere in my aunt's
concerns, and whether I had been summoned as a
sort of knight-errant to do battle in her behalf.

I felt sure of one thing; that I was quite ready
to do battle on behalf of my cousin Dorothy.

We talked upon irrelevant matters until we
reached the house, which was a great irregular
manor looming blackly against the darkened
sky.

The door was thrown open as we arrived, and
the tall lanky figure of a man whom I took to be
an upper servant came down the steps towards
us. His cringing attitude as he stood beside the
dogcart, and his habit of nervously rubbing his
long white hands together, gave him a peculiarly
servile air, but there was a subdued insolence in
his tone; therefore I gathered his position was
not exactly what I had at first supposed.

"I am sure I am glad to see you back safely,
Miss Dorothy," he began, with a faint smile,
which made me hate the man. "For you ran
considerable risk in your anxiety to meet this
gentleman."

"I daresay Mr. Stanfield can manage to do
that for himself," said Dorothy with extra-
ordinary sharpness; then she gave the reins to
a man who had appeared out of the darkness,
and accepted my hand to help her down.

The house seemed to be of fine stature with
remains of old magnificence, but I had no time
to inspect it curiously, for I was hurried down
by Dorothy into the presence of my aunt.

Miss Desmond was a woman of advanced age,
a great invalid and entirely crippled. I was
told that she had been beautiful, but her yellow
wrinkled face and her sunken hawk-like eyes
were now anything but attractive. She greeted
me with fair cordiality, but put some searching
questions to me about my antecedents even in
this first interview. I could gather that she
wanted to be perfectly certain of my relation-
ship to herself before she attempted any show
of hospitality.

Finally she intimated that the interview was
over, and committed me to the care of Mr. Cro-
zier, who had been present while the conver-
sation was going on, but had kept himself strictly
in the background.

"Mr. Crozier will look after you," said my
aunt rather nervously. "You will make friends,
I hope, and be companions to each other."

Crozier looked with a furtive eye, and rubbed
his hands together. I liked the look of him
less than ever in the glow of the drawing-room
lamps. He was thin and cadaverous-looking,
his sunken black hair was closely plastered to
his head, and when he tried to smile his thin
lips were drawn back over such an array of big,
strong, yellow teeth, that his face was that of a
death's head rather than of a living man.

I went to my room, which was cheery and
comfortable, and wondered to myself what sort
of visit I was likely to have if I were to be
handed over to the companionship of Mr.
Crozier, whose countenance impressed me as
singularly evil and repulsive. However, there
was Dorothy to talk to, Dorothy to be my
friend. It was evident that she was well dis-
posed towards me, and that my aunt, though not
affectionate, wished to treat me as one of the
family. It seemed possible to me that Crozier
was developing a certain jealousy of my posi-
tion, lest it should in any way injure his own
in the house. It was an absurd idea, for I had
no desire to interfere with him so long as he
was useful to my aunt, but Dorothy had warned
me that I had an enemy, and I did not think
that I could be mistaken in attributing this
enmity to Mr. Samuel Crozier.

Miss Desmond was wheeled to her place at
the dinner table in an invalid chair; at her
command I took the place beside her, while Dorothy
and Crozier faced each other at the side. The
meal was fairly cheerful, for Miss Desmond was
an intelligent woman, and talked well on many
subjects; Dorothy was always charming, and
Crozier, in spite of his unprepossessing
appearance, was a mine of learning on subjects
connected with historical research.

Miss Desmond introduced some reference to
his attainments more than once in the course of
conversation, and I could not help imagining
that she betrayed a certain fear of him, and
desired to conciliate his good-will. To me the
man was absolutely insufferable
with his wolfish smile and cringing manner,
and it seemed to me that he spoke to my
aunt and cousin in an impudently fami-
liar manner, while the smoothness of his
behaviour to myself was tempered with evident
malignity. When the meal was over it seemed
one of Crozier's duties to wheel my aunt's chair
back to the drawing-room. I held the door
open, and Dorothy lingered for a moment on
pretence of picking up a handkerchief which
she had dropped under the table, but when the
chair with my aunt and her secretary was well
out of the room, she turned to me with sudden
swiftness, and said in a low agitated voice—
"Don't stay with him in the library. I have
no time to tell you why—remember what I say
—anywhere else, but not in the library—" then
without further explanation she followed her
aunt's chair across the hall.

(To be continued.)

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VICTORIA, B.C., &c., via SHANGHAI, &c.	BEZEMAN	Brit. str.	—	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 10th inst. at 4 p.m.
PORTLAND (OR.)	KAGA MARU	Jap. str.	—	—	SHIMANO, TOMES & CO.	On 18th inst.
SAN FRANCISCO via SHANGHAI, &c.	INDRANILLI	Brit. str.	—	—	TOYO KISEN KAISHA	On 11th inst. at Noon.
SAN FRANCISCO via SHANGHAI, &c.	NIPPON MARU	Jap. str.	—	—	PACIFIC MAIL S. S. CO.	On 18th inst. at Noon.
SAN DIEGO, via SHANGHAI, &c.	PEBU	Amr. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst.
AUSTRALIAN PORTS	BELGIAN KING	Brit. str.	—	—	GIBB, LIVINGSTON & CO.	On 10th inst.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	—	St. John George	GIBB, LIVINGSTON & CO.	On 27th inst. at 4 p.m.
AUSTRALIAN PORTS	ARLIE	Jap. str.	—	N. Tate	NIPPON YUSEN KAISHA	On 28th inst. at 4 p.m.
AUSTRALIAN PORTS	ROSSETTA MARU	Jap. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 7th inst. at Noon.
AUSTRALIAN PORTS	TOKA MARU	Brit. str.	—	St. John George	GIBB, LIVINGSTON & CO.	To-day, at Noon.
YOKOHAMA DIRECT	ARLIE	Jap. str.	—	J. Mackenzie	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
KOBE & YOKOHAMA	KANAGAWA MARU	Jap. str.	—	W. Thompson	NIPPON YUSEN KAISHA	On 21st inst. at Daylight.
KOBE & YOKOHAMA	SADO MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 21st inst. at Noon.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	K. Kori	NIPPON YUSEN KAISHA	On 18th inst. at Noon.
MOJO, KOBE & YOKOHAMA	KAGOSHIMA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-day.
MOJO, KOBE & YOKOHAMA	KWAIYANG	Brit. str.	—	Aubert	MESSAGERIES MARITIMES	On or about 5th inst.
WEIHAUW & TIENSIN	SYDNEY	Fren. str.	—	C. L. Daniel	P. & O. S. N. Co.	On or about 7th inst.
SHANGHAI	CHUSAN	Brit. str.	—	K. Suzuki	MITSUI BUSSAN KAISHA	On 12th inst.
SHANGHAI	MAIDZU MARU	Jap. str.	—	S. Atsumi	MITSUI BUSSAN KAISHA	To-morrow, at Daylight.
ANPING, via SWATOW & AMOY	ANPING MARU	Jap. str.	—	T. Ogata	BUTTERFIELD & SWIRE	To-day.
FOOCHOW, via SWATOW & AMOY	DAIJIN MARU	Brit. str.	—	Geo. Blaxland	SHEWAN, TOMES & CO.	On 7th inst. at 5 p.m.
MANILA & ILOILO	SUNGKANG	Brit. str.	—	Rolf	JARDINE, MATHESON & CO.	On 8th inst. at Noon.
MANILA	YUNGAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 10th inst.
MANILA	CHANGSHA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 8th inst. at 3 p.m.
MANILA	CHERYLDA	Brit. str.	—	Cox	CARLOWITZ & CO.	On or about 6th inst.
SINGAPORE, PENANG & CALCUTTA	LOUISE J. KENNY	Amr. schr.	—	D. Costa	NIPPON YUSEN KAISHA	On 12th inst. at Noon.
YAP, SAIPAN, GUAM, PONAPE, &c.	BORMIDA	Ital. str.	—	M. Yagi	—	On 21st inst. at Noon.
BOMBAY via SINGAPORE & PENANG	MIKE MARU	Jap. str.	—	—	—	—
BOMBAY, via SINGAPORE & COLOMBO	—	—	—	—	—	—

SHIPPING.

ARRIVALS.
 June 3, HSIEN HO, British str., 1,082, A. A. Crawford, Waiha and Chinkiang 30th May, General.—SIEMSEN & CO.
 June 3, WONGSUNG, British str., 1,120, J. Dowson, Shanghai 31st May, General.—BUTTERFIELD & SWIRE.
 June 3, KANAGAWA MARU, Japanese str., 3,822, John McKenzie, Antwerp 21st April, General.—NIPPON YUSEN KAISHA.
 June 3, KONG BENG, German str., 802, C. Schner, Bangkok 28th May, Rice.—MELCHERS & CO.
 June 3, HINSANG, British str., 1,560, P. M. B. Lake, Hongkong 1st June, Coal.—JARDINE, MATHESON & CO.
 June 4, KAGA MARU, Japanese str., 1,901, J. W. K. Kaurand, Yokohama 29th May, General.—NIPPON YUSEN KAISHA.
 June 4, YUENSANG, British str., 1,127, P. H. Rolfe, Manila 1st June, General.—JARDINE, MATHESON & CO.
 June 4, CHELYDRA, British str., 1,507, R. Cox, Calcutta 15th May via Penang and Singapore 24th, General and Opium.—JARDINE, MATHESON & CO.
 June 4, KWANGSHE, British str., 1,467, Lincoln, Canton 4th June, General.—CHINESE.
 June 4, BOHMAN, Italian str., 1,390, Costa Domestica, Bombay 17th May and Singapore 28th, General.—CARLOWITZ & CO.
 June 4, CHANGSHA, British str., 1,460, T. Moore, Kobe 29th May, General.—BUTTERFIELD & SWIRE.
 June 4, DR. HANS JUNG, Kiab, Noiv str., 1,200, Larsen, Newchwang 28th May, General.—E. A. TRADING CO., LTD.
 June 4, LOONGMOON, German str., 1,245, H. Schmidt, Shanghai 1st June, General.—SIEMSEN & CO.

CLEARANCES.

At the Harbour Master's Office.
 4th June.
 Kueigang, British str., for Weihaiwei.
 Chingso, British str., for Shanghai.
 Pelayo, British str., for Penang.
 Sangkang, British str., for Manila.

DEPARTURES.

June 4, TIENSIN, British str., for Canton.
 June 4, WONGSUNG, British str., for Canton.
 June 4, HSIEN HO, British str., for Canton.
 June 4, JAVA, British str., for Shanghai.
 June 4, KAIPOONG, British str., for Hilo.
 June 4, LYEMOON, Ger. str., for Shanghai.
 June 4, WAMPORA, British str., for Joana.
 June 4, BENVOERCH, British str., for Canton.
 June 4, ELISA, German str., for Hellow.
 June 4, HANOT, French str., for Hellow.
 June 4, COMPANIA DE FILIPINA, Amr. str., for Manila.
 June 4, HAJCHING, British str., for Calcutta.

VESSELS IN DOCK.

ABERDEEN DOCKS.—Universe.
 Kowloon Dock.—U.S.S. Huntington, Bureau, Meade, Union, Irish, Athenian, Juno, St. Esch, Heper, Penarth.
 COSMOPOLITAN DOCK.—Colonie, Simongan, Nymphen, Airlie.

SHIPPING REPORTS.

The British steamer *Changsha*, from Kobe 29th May, had light winds and fine weather throughout.
 The Japanese steamer *Kaga Maru*, from Yokohama 29th May, had fine weather with moderate breeze.
 The British steamer *Yuenang*, from Manila 1st June, experienced moderate wind and sea with heavy rain squalls throughout the voyage.
 The British steamer *Cherylda*, from Calcutta 15th May, via Penang and Singapore 29th, had fine weather with variable winds throughout.
 The British steamer *Wongsung*, from Shanghai 31st May, had moderate S.E. wind and rain to Tung Yung; thence to port light variable winds and fine weather.

VESSELS ON THE BERTH.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE.

THE Steamship
 "ATLIE."
 Captain St. John George, will be despatched as above TO-DAY, the 5th June, at Noon.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & CO., Agents.
 Hongkong, 1st June, 1901. [135]

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
 PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA.

THE Company's Steamship

"SYDNEY."

Captain Aubert, will be despatched for the above ports on or about WEDNESDAY, the 6th June.

For Freight or Passage, apply to
 G. DE CHAMPEAUX, Agent.
 Hongkong, 29th May, 1901. [2]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU."

Captain S. Atsumi, will be despatched for the above ports TO-MORROW, the 6th June, at Daylight.

For Freight or Passage, apply to
 THE MITSUI BUSSAN KAISHA, Agents.
 Hongkong, 4th June, 1901. [19]

THE Vessel

"LOUISE J. KENNY."

will be despatched for the above ports on or about 6th June.

For Freight, apply to
 B. J. BARLOW, Agent.
 Hongkong, 4th June, 1901. [138]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERLA."

Captain Geo. Blaxland, will be despatched as above on FRIDAY, the 7th inst., at 5 p.m.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to
 SHEWAN TOMES & CO., General Managers.
 Hongkong, 3rd June, 1901. [141]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIJIN MARU."

Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 9th June.

For Freight or Passage, apply to
 THE MITSUI BUSSAN KAISHA, Agents.
 Hongkong, 3rd June, 1901. [17]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FUME AND TRIESTE.

(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, MADRAS, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS)

THE Company's Steamship

"INDIA."

Captain Ghezzi, will be despatched as above on SATURDAY the 15th inst.

For information as to Freight, apply to
 SANDER, WIELEK & CO., Agents.
 Hongkong, 4th June, 1901. [6]

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPO RTO LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

SARNIA { HAVRE & HAMBURG v. FOOCHOW { On 6th June } Freight or Passage.
 Capt. Pactow { (Calling at Singapore) }
 WITENBURG { HAVRE, BREMEN & HAMBURG { On 12th June } Freight.
 Capt. Hempel { (Calling at Singapore and Colombo) }
 NURNBERG { HAVRE & HAMBURG { On 25th June } Freight.
 Capt. Mayor { (Calling at Singapore) }
 SAMBIA { HAVRE & HAMBURG { On 25th July } Freight.
 Capt. Schmidt { (Calling at Singapore) }

For further particulars, apply to
HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 QUEEN'S BUILDINGS, No. 1. [1051]

Hongkong, 3rd June, 1901.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

KANAGAWA MARU { KOBE and YOKOHAMA { THURSDAY, 6th June, at Daylight.
 J. Mackenzie {
 TOSU MARU { YOKOHAMA (DIRECT) { FRIDAY, 7th June, at Noon.
 E. J. G. Parsons {
 KAGA MARU { VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, KOBE, MOJO and YOKOHAMA. { MONDAY, 10th June, at 4 p.m.
 J. W. Ekstrand {
 SHIMANO MARU { MARSEILLES, LONDON, and BARRROW, via SINGAPORE, PENANG, COLOMBO & PORT SAID. { FRIDAY, 14th June, at Daylight.
 G. E. T. Cook {
 KAGOSHIMA MARU { MOJO, KOBE and YOKOHAMA. { TUESDAY, 18th June, at Noon.
 K. Kori {
 SADO MARU { KOBE and YOKOHAMA. { FRIDAY, 21st June, at Daylight.
 W. Thompson {
 YAWATA MARU { NAGASAKI, KOBE and YOKOHAMA. { FRIDAY, 21st June, at Noon.
 A. E. Moses {
 MIKE MARU { BOMBAY, via SINGAPORE and COLOMBO. { FRIDAY, 21st June, at Noon.
 M. Yagi {
 HITACHI MARU { MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID. { FRIDAY, 28th June, at Daylight.
 G. Anderson {
 ROSSETTA MARU { SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE. { FRIDAY, 28th June, at 4 p.m.
 N. Tate {

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager. [13]

Hongkong, 3rd June, 1901.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI { CHUSAN { About 7th June } Freight or Passage.
 C. L. Daniel {
 LONDON, &c. { COROMANDEL { N665, 8th June } See Special Advertisement.
 F. W. Vibert, R.N.R. {
 MARSEILLES AND SOOTRA { About 15th June } Freight only.
 T. Hild, R.N.R. {
 LONDON { JAPAN { About 29th June } Freight or Passage.
 C. C. Talbot, R.N.R. {

For Further Particulars, apply to
 H. A. RITCHIE, Superintendent. [1]

Hongkong, 3rd June, 1901.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

"EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 5th June, 1901.
 "EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 26th June, 1901.
 "EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 17th July, 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey as make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 8, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the route is traversed.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.

The Company's Steamers "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, leaving Hongkong as follows:—

"ATHENIAN" 3,882 Tons. Comdr. H. Mowatt. About WEDNESDAY, 12th June.
 "TARTAR" 4,425 Tons. Comdr. G. D. Bowles, R.N.R. About SATURDAY, 6th July.

Taking Cargo and Passengers for all points in CANADA and UNITED STATES. In addition to their excellent Saloon Passenger accommodation, these steamers are especially adapted for 3rd CLASS EUROPEAN PASSENGERS, and usually make the run between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
 D. E. BROWN, General Agent,
 Pedder's Street.
 Hongkong, 16th May, 1901. [110]

IMPERIAL GERMAN MAIL
LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS;

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS. DESTINATIONS. SAILING DATES.

HAMBURG (Hamburg-Amerika Linie) THURSDAY 13th June.

SACHSEN THURSDAY 27th June.

KIAUTSCHOU (Hamburg-Amerika Linie) THURSDAY 11th July.</

